



The New
ALTON LIMITED

CHICAGO-ST.LOUIS

*The Handsomest
Train in the World*

The ALTON LIMITED

is now in service between Chicago and St. Louis.

With luxurious and complete new equipment built especially for this particular service, and with its $6\frac{1}{2}$ hour schedule, it is at once both the handsomest and most popular train between these two cities.

CHICAGO & ALTON RAILROAD
"The Only Way"



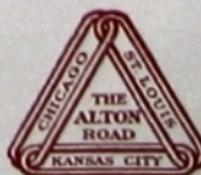
*Ladies' Tea Room
Japanese Maid in Attendance*

THE NEW ALTON LIMITED
CHICAGO - ST. LOUIS - KANSAS CITY - PEORIA - SPRINGFIELD

RAVEL TRIUMPHS

Vainglory is as out of place in an institution as it is in an individual. Real achievement in railway service or any great industry speaks largely for itself, and needs little more than a terse outline of what it contributes to the public comfort and the advancement of travel facilities.

But the record of an institution is weighed by the public in considering the announcement of any important forward step in the service it renders. For that reason it is felt that we will not be accused of boastfulness if, in speaking of the Alton Limited with its up-to-date equipment and fast schedule, a word or two is said about the road itself —its record as a carrier; the eagerness it has displayed for more than sixty-eight years not only to meet, but to anticipate, the public's desire for better and still better train service.





The First Chicago-St. Louis Line

THE Chicago & Alton was the first railroad to furnish through train service between the two metropolises—Chicago and St. Louis.

It was the first railroad to employ George M. Pullman to remodel day coaches into sleeping cars—in 1858—two-thirds of a century ago.

It was the first railway to put in service, in 1865, a Pullman sleeping car, "The Pioneer," the realization of George M. Pullman's life ambition; built at what was then considered the staggering cost of twenty thousand dollars.

Again, the Chicago & Alton was the first railway to adopt a full-fledged dining car, "The Delmonico," constructed by Pullman and placed in service in 1868.

In a word, the Chicago & Alton for more than 68 years has been not only the pioneer, but in every respect the leader in transportation service between the two great mid-west cities of Chicago and St. Louis; it has never been forced by competition to take the forward strides that it has taken but has, in every case, voluntarily anticipated the travel needs of the two metropolises it has served so long and faithfully.



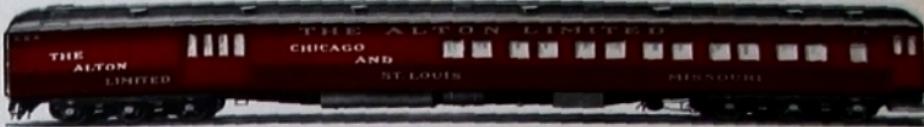


The Alton Limited

IT IS felt that the Alton Limited as now placed in service squares with the highest traditions of the railroad over which it runs. It is new throughout, from locomotive to observation platform, and has been built entirely for this particular service, representing an investment of over one million dollars. Included among the exclusive features are safety devices, lighting, ventilating and heating fixtures, as well as thermostatic temperature control of all cars in the train. The interiors are finished in South American rosewood, the exterior color scheme of rich maroon, red and gold, giving great beauty to the whole. Each car is eighty-four feet in length, the observation lounge car being ninety feet over all—the largest cars ever built in the Pullman shops. There is no better train on any railway. There is no passenger train affording service between Chicago and St. Louis on a better schedule. Further; there is no train on any railway affording so many new and distinctive features of travel luxury.

There are two separate and distinct trains. Each car in each train bears a name featuring the states of Illinois and Missouri, the cities of Chicago and St. Louis and their suburbs, and prominent ex-presidents of the United States.





Accommodations

AS THE entire train has been built for this particular service, it goes without saying that it is of all-steel construction. The entire train contains the latest and most improved ventilating, heating and cooling devices, including electric fans. To visualize it and its accommodations as fully as possible, we have reproduced in pictures the entire train and it will be noted that the exterior is of the rich, dark wine color, for years the distinctive and well-known color of The Alton Limited.

THE COMBINATION SMOKER: This smoker, comprising half of the car, contains forty-eight individual chairs, upholstered in leather and built to accommodate the figure, with maximum comfort, and provided with foot rests. Wide windows and tested ceiling ventilation assure good light and air. An innovation is introduced here, in that the toilet is entirely separated from the lavatory. The smoking car is especially for use of Chair Car passengers.

CHAIR CARS: There are two in each unit of the Alton Limited—all identical in arrangement. Each car seats eighty-four people. The individual





seats, free of extra charge, equipped with yielding backs, afford exceptional comfort. The seats are upholstered in green Alhambra plush. The window drapes and aisle strips are in quiet shades very restful to the eyes. The usual provision is made for men's accommodations at one end of the car, and women's at the other; but in both cases a new improvement is introduced by having the toilet entirely separate from the lavatory.

DINING CAR: There are six large and six small tables, comfortably seating thirty-six people. The interiors of the cars are of South American rose-wood, reflecting the subdued lighting from numerous candelabras and the deck chandeliers, with white enameled kitchen and pantry. Mention has been made that the Chicago & Alton ran the first dining car in America—"The Delmonico," placed in service in 1868. In the half century and more that has intervened, the Alton has unremittingly sought improvements in dining cars, service and cuisine. Diners on the Alton Limited and the service will measure fully up to the traditional "Alton Standard." Features worthy of particular comment are that these cars are dry-cleaned by the vacuum process, and all china, silverware and utensils sterilized by steam,





while at terminals all cars are thoroughly cleaned by high power vacuum cleaners.

This announcement started with the somewhat assertive title of "Travel Triumphs." If the term is overly strong, we beg your indulgence while pointing out that the Chicago & Alton has triumphantly led the way in first supplying railway service between Chicago and St. Louis; in first establishing Pullman sleeping car service, and in first inaugurating real dining car service between the two cities. The Alton Limited was *planned* to supply the very latest word in travel service. It was built to order, with more than half a century of progressive experience to guide us. Its schedule was arranged to transport passengers from one metropolis to the other in minimum time. And the track over which it runs has been brought up to the highest standard known to modern railroading.





Historic Associations

ROMANCE may be out of place in commerce, but historic names and associations are always of interest. This thought was uppermost in naming each car of the Alton Limited, as will be noted in the following consist of the train.

<i>Illinois</i>	<i>Baggage and Smoker</i>	<i>Missouri</i>
<i>Evanston</i>	<i>Chair Car</i>	<i>Webster Groves</i>
<i>Oak Park</i>	<i>Chair Car</i>	<i>University City</i>
<i>Bloomington</i>	<i>Diner</i>	<i>Springfield</i>
<i>Roosevelt</i>	<i>Parlor Car</i>	<i>Wilson</i>
<i>Lincoln</i>	<i>Parlor Car</i>	<i>Cleveland</i>
<i>Washington</i>	<i>Parlor Car</i>	<i>Jefferson</i>
<i>Chicago</i>	<i>Observation Car</i>	<i>St. Louis</i>

Since the Chicago & Alton, started in 1850, was the first railway between Chicago and St. Louis, most of the important state institutions were built along its line, at Joliet, Pontiac, Lincoln, Jacksonville, and, most important of all, the State Capitol at Springfield. At this point it is interesting to recall that the funeral train bearing President Lincoln from Chicago to Springfield necessitated hastened improvement of bridges and other track facilities for accommodation of the train, to which the newly-completed "Pioneer" Pullman sleeper was attached.



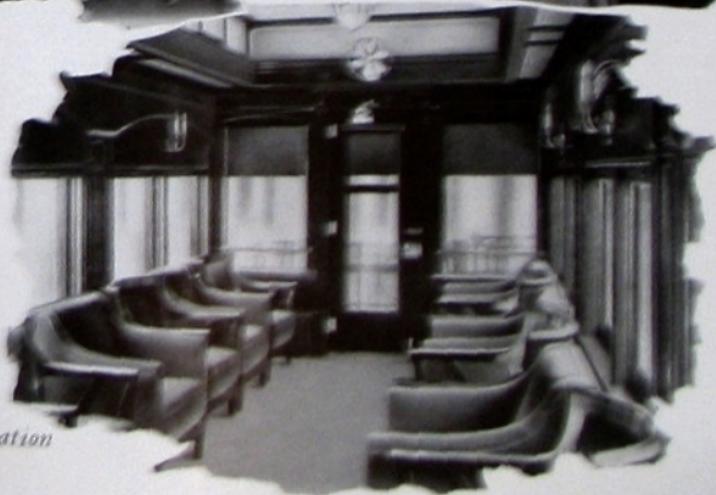
Telephone
Service
Lounge Car



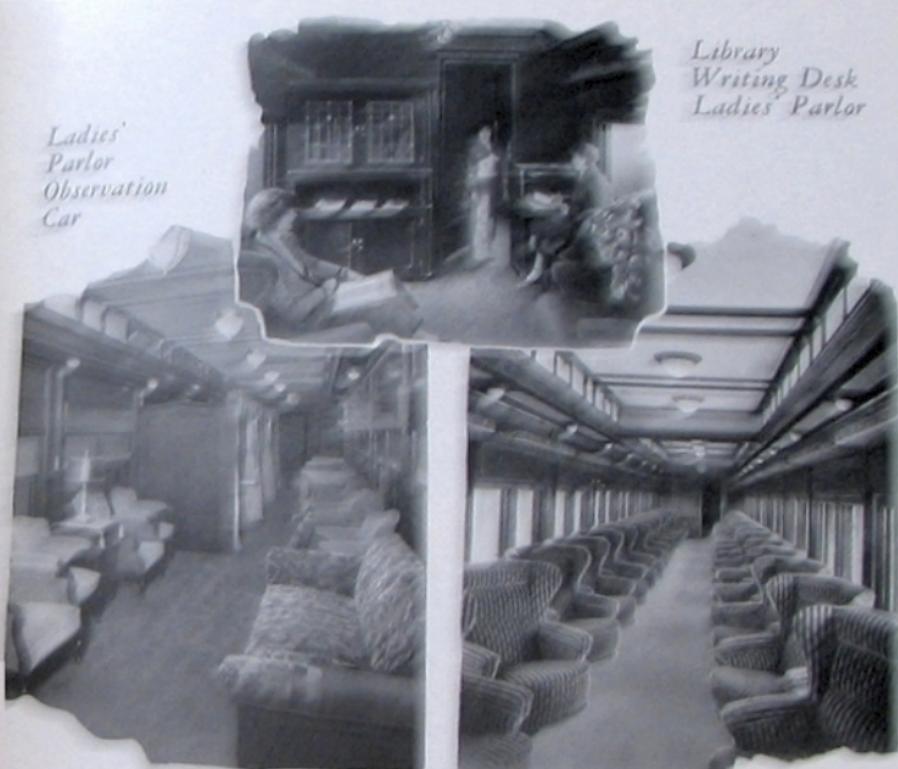
Ladies'
Parlor and
Tea Room



Observation
Parlor



*Ladies'
Parlor
Observation
Car*



*Library
Writing Desk
Ladies' Parlor*

*Parlor
Car*



Japanese Tea Room

The New Union Station Chicago

Where the Trains of the
Chicago & Alton Railway Depart and Arrive

THE complete terminal includes the two buildings shown opposite, the one in the foreground rising over the spacious train concourse, with the railway office building in the background rising above the main waiting room, restaurants, cab entrances, etc.

The convenient location of the new station is one of its most important features; it is directly connected with the elevated railway system by an enclosed passageway, thus giving travelers easy access to all parts of the city without going outdoors.

Numerous spacious stairways and elevators and two ramps at the east end of the station greatly add to its convenient accessibility.

Twenty-four station tracks, with a total length of over five miles, will accommodate more than three hundred trains daily. An area of 1,200,000 square feet is included in the station facilities, making possible the efficient handling of 50,000 passengers and 400 tons of baggage passing through the station daily. A feature, unique in this station, and one greatly appreciated by its patrons, is the separate platforms for passengers and baggage, which eliminates all confusion and inconvenience in the loading and unloading of all trains.



Chicago's New Union Station

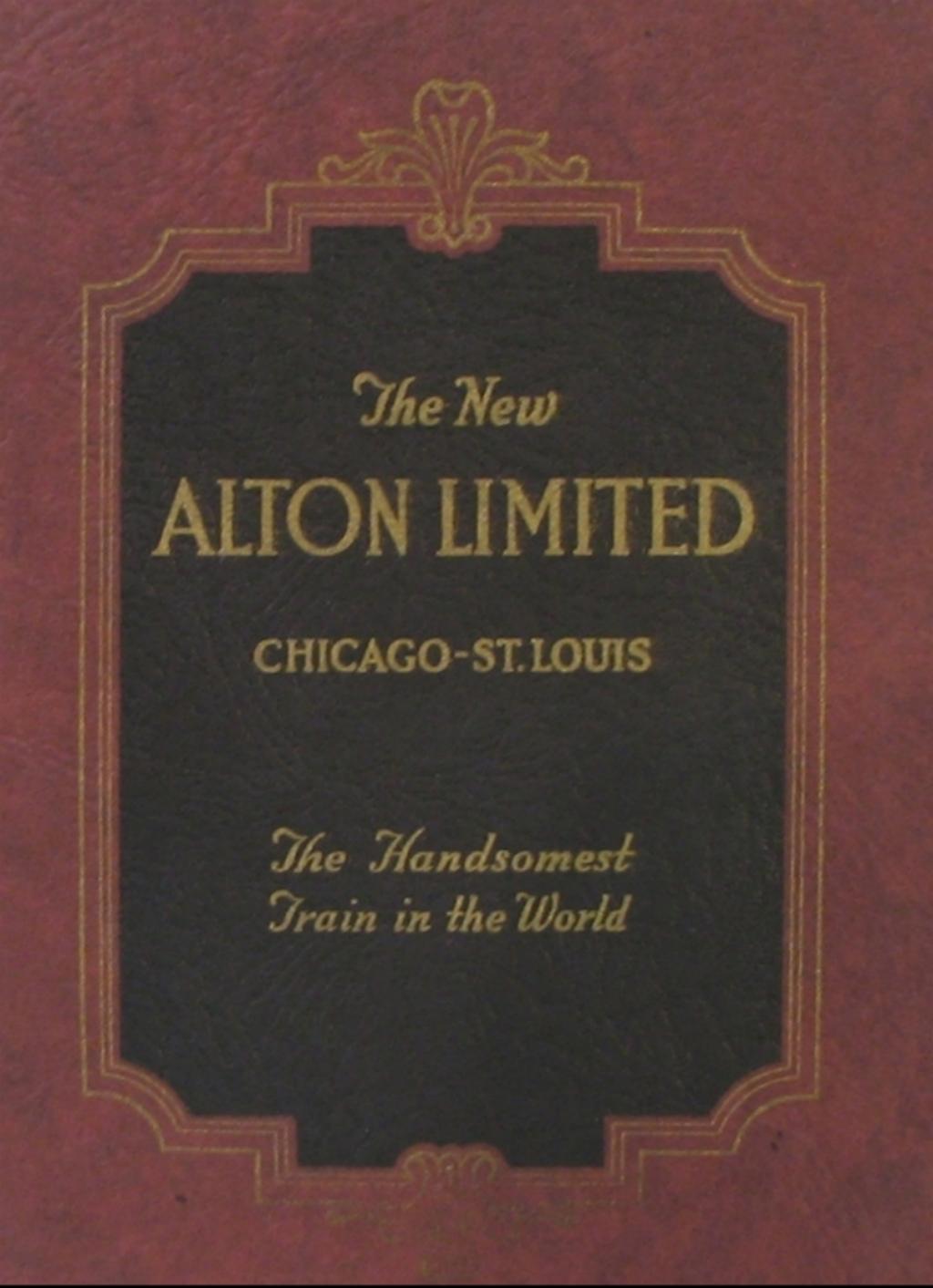


*Canal Street
Colonnade*



The Lunch Room





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